

2010

Solano County Transit SolTrans

Transition Plan



Updated
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Section 1: INTRODUCTION

1.1 Background

In 2005, the Solano Transportation Authority (STA) Board held a retreat to discuss a variety of policies and financial issues facing Solano County. One of the resulting action items directed STA staff to complete a comprehensive evaluation and consolidation study of Solano County's six transit operators. Currently each transit service is operated by a local City government.

To guide this effort, the STA Board adopted a set of four goals for the consolidation study:

1. To streamline transit service, simplifying and improve access to transit use for riders.
2. To achieve service efficiencies and economics.
3. To provide a central focus on transit service for the County.
4. To create a robust transit service to meet the growing transit needs of the County.

Over the next several years, the study was funded, a consultant retained (DKS Associates) and a countywide transit consolidation study was conducted. The study began with extensive outreach to a broad range of stakeholders, an analysis of existing services, funding trends, and potential opportunities for consolidation of multiple combinations or all of the six transit operators. In Phase II, six major consolidation options were presented and analyzed against criteria established by the STA Board. A Transit Consolidation Steering Committee, consisting of the full STA Board and all the City Managers/and County CAO, guided this effort. In May 2009, the Steering Committee reviewed the findings of Phase II, and forwarded several recommendations to the STA Board for action.

One of the Steering Committee's recommendations was the consolidation of Benicia and Vallejo Transit systems. In June 2009, the STA Board took action to move forward by recommending the consolidation of the Benicia and Vallejo Transit systems. This was with the concurrence of the Board members from these two jurisdictions.

During the course of the Transit Consolidation Study, both Benicia and Vallejo requested an assessment of their transit systems. A consultant, funded by the STA, conducted both assessments. Benicia's current local transit service structure was implemented after the assessment of the service in FY2008-09 and following the inauguration of SolanoExpress Rt. 78. The City of Benicia has operated the Benicia Breeze transit service for many years. It currently operates five routes, two shuttles, dial-a-ride, paratransit service and a taxi scrip program. The majority of service is local with some service to Diablo Valley College (DVC) and Sun Valley Mall in Contra Costa County as well as to Vallejo Medical Centers. The Benicia Breeze service uses a fleet of cutaway buses to deliver service Monday-Saturday. Benicia Breeze carried 80,000 passengers in FY2008-09.

The City of Vallejo has been operating bus service since the 1930's. Vallejo Transit currently operates seven local routes, three intercity routes, ADA paratransit service, and a taxi scrip program. In addition, the City of Vallejo operates the Baylink Ferry and its complementary bus service to San Francisco, Rt. 200. This ferry/Rt. 200 service is in the process of being transitioned to the Water Emergency Transit Authority (WETA) as directed by State legislation. Vallejo Transit has a fleet of approximately 70 large buses for fixed-route service includes 10

buses that are leased to Fairfield and Suisun Transit for Route 90 and 12 cutaways buses for paratransit service. Service is offered Monday-Saturday on all routes with limited service on Sundays. In FY2008-09, the Vallejo Transit bus system carried 1.8 million passengers.

Since the June 2009 STA Board action and recommendation that Benicia and Vallejo transit services be consolidated, the two cities have been actively working together with STA at the policy and staff levels. Meetings were held monthly from June 2009 through October 2009. A policy level committee (Coordinating Committee) guided the effort. The Mayors of Benicia and Vallejo and a councilmember from each City were the Coordinating Committee members. Two other committees were established: Management Committee and a Working Group. The two City Managers and the STA Executive Director comprise the Management Committee and Benicia, Vallejo, and STA transit staffs and consultants comprise the Working Group.

By the Fall of 2009, the Coordinating Committee had prepared a Memorandum of Understanding (MOU) to guide the development a Joint Powers Agreement (JPA) which would operate the proposed combined transit service. The Coordinating Committee selected Solano County Transit (SolTrans) as the name for the new organization. An initial draft of the JPA was approved by the Coordinating Committee in May 2010.

Benicia conducted public outreach in fall and winter of 2009/10 to explain the proposed consolidation of transit services and address any concerns. Public comments were minimal and issues raised were addressed.

A more extensive public outreach in both Benicia and Vallejo to address transit service issues will be conducted as part of the process of developing the first joint Benicia/Vallejo Short Range Transit Plan (SRTP). This is discussed in further detail in Chapter 5.

1.2 Purpose

The purpose of the Transition Plan is to provide the Coordinating Committee and City decision-makers with information on key issues related to governance, finances, organizational responsibilities, and service planning. It also provides a transition plan for the key functions of the agency. The Transition Plan will inform decisions about the formation of the consolidated agency and provides a roadmap for transitioning from two city operated transit services to an independent transit authority operated through a Joint Powers Agreement (JPA).

1.3 Transition Plan Organization

The Transition Plan is organized in six sections following this introductory section. A brief description of each section is provided below.

Structure and Governance – This section includes the principles guiding the consolidation, the Joint Powers Authority structure and membership, and discusses the establishment of by-laws for the new organization.

Financial Management – Presents the one-time and ongoing costs of consolidation, a draft 2010-11 budget for the consolidated agency, and ten-year budget outlook. This section provides a description of how the financial management functions will be organized and delivered. The recommended capital asset ownership is also discussed.

Organization and Human Resources Management – Presents the organization structure and staffing plan, a plan for transitioning existing employees to the new agency, and describes how the human resources and benefits administration function will be carried out. The development of human resources policies and procedures is also discussed.

Service Planning and Operations – This section discusses the development of the Short Range Transit Plan for the new agency and presents options for managing the transit operating contracts.

Capital Project Management – Addresses how capital projects will be managed for the new agency.

Other Issues – This section addresses the transition of ferry service to WETA and discusses the Downtown Bus Transfer Center Administration Building

Implementation Schedule – A schedule is provided for the key activities required to ensure that the new agency is fully functioning before the end of FY2010-11.

Section 2: STRUCTURE AND GOVERNANCE

The decision to consider consolidating Benicia Breeze and Vallejo Transit took place over several years, beginning with the initial recommendations contained in the Solano County Transit Consolidation Plan. An initial undertaking of the Cities of Benicia and Vallejo and the STA was to start with the establishment of a Memorandum of Understanding (MOU) laying out the intent of the two Cities and the STA to work cooperatively toward consolidating under a formal Joint Powers Agreement (JPA). A key component of the MOU is the Guiding Principles that the Coordinating Committee developed early in the planning process.

2.1 Guiding Principles for Consolidation

The Coordinating Committee for the MOU adopted the following guiding principles in July 2009, and incorporated these principles into the Memorandum of Understanding adopted by the City of Benicia, City of Vallejo, and the STA Board.

1. The Benicia Breeze and Vallejo Transit services shall be consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options contingency upon available funding. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo and to locations beyond the two cities such as Bay Area Rapid Transit (BART).
2. Consolidated transit service provides an opportunity to improve standards for greenhouse gas emissions and energy reductions, reduce single-occupant vehicle miles traveled, thereby minimizing the carbon footprint of Benicia and Vallejo residents. A consolidated transit service will further the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
3. The Benicia Breeze and Vallejo Transit service consolidation shall be consistent with the Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within Solano County, and to access regional transportation systems.
4. The consolidated transit service shall be designed to be comparatively cost effective and efficient while considering the unique characteristics of each jurisdiction.
5. The consolidation of services shall be managed in a public and transparent process to encourage participation by residents, stakeholders, and decision-makers in both communities.
6. The consolidated transit service shall strive to maintain the continuity of current service provided by both jurisdictions, minimizing service disruptions and passenger

inconveniences due to the transition. If possible, service levels shall be maintained and expanded.

7. The consolidated transit service shall maximize opportunities for regional funding.

These principles will continue to be in effect as the agencies transition from city operated transit services to a consolidated transit agency operated through a Joint Powers Agreement.

2.2 Form of Governance

The Coordinating Committee opted to recommend a Joint Powers Authority as the form of governance of the new agency. The Government Code of the State of California, Chapter 5, Division 7, title 1 commencing with Section 6500 permits two or more local public entities, by agreement, to jointly exercise any power common to them. This State law is commonly known as the Joint Powers Authority Law.

The City of Benicia, the City of Vallejo, and the Solano Transportation Authority are members of the Joint Powers Authority and each member agency will approve the Joint Powers Agreement to form Solano County Transit (SolTrans). New members may be added upon the approval of two-thirds of the voting members of the Solano County Transit Board and with not less than one affirmative vote on the part of each then existing member agency.

2.3 Board Membership and Terms

The initial Governing Board of Solano County Transit will be comprised of five voting directors and one ex-officio, non-voting director. The Cities of Benicia and Vallejo will each appoint two directors and one alternate to be voting members of the Board. Each City's alternate shall vote only in the absence of one of the directors from their City. The STA Board will approve the ex-officio member. The directors and/or alternate director appointed by a member agency other than the Solano Transportation Authority must be an elected official and a member of the City Council or Governing Board of the member agency. The fifth voting director shall be the Solano County representative to the Metropolitan Transportation Commission (MTC), unless such representative is from either Benicia or Vallejo City Councils or a County Supervisor whose district includes all or part of any city which is a member of the JPA, in which case the fifth voting director shall be determined through a process to be established by the balance of the JPA Board. It is anticipated that this criteria for selection of the fifth voting member will need to be changed should additional cities choose to join the JPA at a later date.

Directors shall serve a term of two years unless replaced by the appointing member agency. Directors may serve any number of terms consistent with the appointment process of each individual Director's appointing governing body.

An Executive Management Committee, Technical Advisory Committee, and Public Advisory Committee are established in the Joint Powers Agreement. The Board may create other committees from time to time as necessary and appropriate.

2.4 By-Laws and Policies and Procedures

The Solano County Transit Board shall adopt by-laws as necessary and proper for the efficient and effective functioning of the agency. The by-laws may establish among other things, the conditions for withdrawal of a member, the scheduling of Board meetings, quorum requirements, provisions for amending the by-laws, requirements for records and reports, and the conflict of interest code. The Board may amend the by-laws from time to time.

Section 3: FINANCIAL MANAGEMENT

In recent years, all California and Bay Area transit agencies have been operating within serious fiscal constraints due to the current economic conditions. Both Benicia Breeze and Vallejo Transit are facing funding shortfalls in the near term. As a consolidated agency, SolTrans will face similar revenue constraints, but will also have greater opportunity and options to improve the efficiency of its combined services and to take advantage of potential new funding sources and existing regional sources of funds. The financial impacts of consolidation, a draft FY2010-11 budget, financial management requirements and issues, and capital asset ownership are addressed in this section.

3.1 Financial Impacts of Consolidation

Consolidation of Benicia Breeze and Vallejo Transit provides opportunities for cost savings and will also result in new requirements and additional costs. The draft FY2010-11 budgets for both entities were reviewed and analyzed for purposes of identifying revenues available and estimated costs and cost savings that might be realized from the consolidation. Based on this review, a consolidated FY2010-11 budget was developed.

In general, the financial impacts of consolidation fall into two areas: one-time costs, and ongoing or recurring costs.

Ongoing Cost Impacts

A review of the two transit agencies' budgets indicated that certain administrative costs could be eliminated with consolidation, and other administrative costs may increase. Some Vallejo allocated administrative overhead costs were identified as potential reductions.

As an independent agency, and based on existing staffing, one new staff position is recommended for a total of 5.5 staff to meet the functional needs of the new agency. Initially, information technology, legal, and audit costs are expected to be greater than the current level of expenditure of the two transit agencies. The economies of scale experienced by the cities for these items are not expected to be achieved by the separate and independent agency. The amount of administrative savings in Vallejo overhead costs are projected to be greater than or equal to the anticipated increased administrative costs of the new agency.

Vallejo Transit and Benicia Breeze contract for fixed route and paratransit services with MV Transit. The contract between Benicia Breeze and MV Transit is not providing service as cost effectively as the contract between Vallejo Transit and MV Transit. Alternative contracting terms and structures are proposed to be examined to develop the most cost-effective means for operating the consolidated service. Savings are projected to be achieved through these contract alternatives. At this time, these savings are not reflected in the draft FY2010-11 budget for SolTrans, but will be addressed through future contract negotiations after the JPA is formed.

One-Time Costs

To initiate services as a new agency, there will be certain and anticipated start-up costs and potential requirements to retire debt incurred previously by the two transit agencies. The one-time costs for SolTrans start up are estimated to be between the ranges of \$398,500 - \$636,500. The retirement of the transit debt ranges from \$850,000 to \$2,800,000. These costs are presented separate from the annual FY2010-11 budget to provide a more accurate picture of the annual ongoing budget of the agency. It is recommended the new agency work with STA and the MTC to seek regional funding to offset the one-time transitional costs and as such these revenues are not included in the FY2010-11 annual budget.

A summary of the estimated one-time expenses is provided below.

One-Time Expense	Low Estimate	High Estimate
Office Relocation	\$93,500	\$167,000
Re-Branding of new transit services	\$195,000	\$279,500
Professional Services (legal, HR, etc.)	\$110,000	\$190,000
START-UP COSTS TOTAL	\$398,000	\$636,500

	Low Estimate	High Estimate
Debt Retirement <i>(To be substantiated with auditable documentation)</i>	\$850,000	\$2,850,000

3.2 Draft FY2010-11 Budget and Financial Plan

A consolidated budget based on the draft budgets for Benicia Breeze and Vallejo Transit for FY2010-11 was developed and reviewed extensively by the Staff Working and Management Committees. The Summary Budget for FY2010-11 is shown in Appendix A.

Key assumptions used in developing the budget are:

- All transit revenues currently available to both transit systems will be dedicated to the new authority;
- Vallejo Ferry service will continue in local operation through FY2010-11;
- 5.5 full time staff positions (a combination of 4 existing positions at Vallejo Transit, .5 position at Benicia Breeze, and 1 new position) will serve SolTrans;
- Financial services, benefits administration, payroll, information technology and legal services will be provided through contracts;
- Existing transit operating service contracts will continue as currently structured. Potential savings will be reflected when options are fully assessed and implementation is imminent;

- Modest changes in transit service levels will be implemented, and expenses will be kept within budgeted revenues.

The FY2010-11 budget is balanced, and Transportation Development Act (TDA) reserves of \$4.8 million are projected to be available at fiscal year end.

3.3 Ten Year Outlook

Using the FY2010-11 combined budget as a base, the costs and revenues were estimated for the ten year period ending in FY2019-20. Due to declines in TDA revenues, the elimination of State Transit Assistance funds (STAF) for a period, the uncertainties of when STAF funding might resume, and the exhaustion of American Recovery and Reinvestment Act (ARRA) federal economic stimulus funds, both Benicia Breeze and Vallejo Transit face annual operating deficits in the near term. Specifically, Benicia Breeze would be in a deficit position in FY2011-12 without cost cutting measures or new/increased revenues. Vallejo Transit has approximately \$4.8 million in TDA reserves in FY2010-11. These TDA reserves have been generated by utilizing the one-time only ARRA funds first. Drawing down on those reserves over time would defer a deficit position until FY2012-13.

The potential for reducing operating service contract costs over the next year will have a positive impact on the SolTrans budget, and would likely avoid a deficit for the agency until FY2013-14 if no other measures were taken. By conducting a joint Short Range Transit Plan, it is recommended SolTrans evaluate all available revenue sources, fare structure, service levels and service delivery, and the capital plan for new agency over the next ten years.

An important goal of the Short Range Transit Plan (SRTP) process is to balance resources with expenditures through cost effective and equitable service provision. In addition, establishing reasonable operating reserves for SolTrans will be an important financial objective. The operating reserve will address unforeseen circumstances impacting costs or revenues and will allow for logical, well planned responses to changes in financial position. The SolTrans Board of Directors will need to establish a financial reserve policy including a minimum and maximum amount to be funded as well as processes and conditions for allocating reserve funds.

Findings from the draft FY2010-11 budget and initial ten year outlook indicate that:

- Some new/increased administrative costs of the consolidated transit agency are projected to be offset by administrative overhead savings;
- Opportunities exist for cost savings in the three operating service contracts;
- Regional and countywide funding for one-time consolidation costs need to be identified;
- Financial issues facing the consolidated agency are similar to those the two existing agencies would face independently if consolidation were not to occur; however opportunities to address this shortfall should be increased through consolidation;
- Existing reserves will be exhausted and deficits are predicted to occur in 1 – 3 years without cost cutting measures or revenue enhancements.

3.4 Financial Management Services

The existing transit agencies are provided with a range of financial services from their respective cities. Both cities charge the transit operation with a share of the costs for providing those services. As proposed, the new joint powers agency will be independent of the operations of the two cities and will need to establish an independent finance and accounting section within the new agency. However, due to the size of the new agency, it is not cost effective for all finance functions to be initially performed “in-house”; rather, certain services will be best provided by others under contract to the new agency.

The SolTrans staffing plan recommends a Finance Manager, who is expected to initially serve in the capacity as Chief Financial Officer/Treasurer, who is responsible for performing the majority of the finance functions with minimal staff support within the agency. An in-house grants administrator will perform grants acquisition and management. The transit operating service contractors are responsible for fare collection, fare handling, and cash deposits of fares to the bank. The Finance Manager, however, will need to be supported with an accounting system, payroll processing, and other cash management services.

The Staff Working Committee considered alternatives for procuring financial services for SolTrans, including issuing a Request for Proposals (RFP) to the three member agencies and any other public entities that might be interested and capable of providing these services. SolTrans will issue an RFP for these services and select a contractor for these services. The contract costs are estimated to be within the current budget for these items.

Accounting Services

The draft scope of services that will be needed by SolTrans includes the following:

1. Manage the general ledger, accounts payable, accounts receivable, and payroll of SolTrans using the City’s accounting system.
2. Establish and maintain internal controls.
3. Maintain banking relationships required to carry out the services of this contract.
4. Support SolTrans in the preparation of annual financial statements.
5. Support SolTrans in the development of annual budgets.
6. Coordinate with SolTrans on payroll processing.
7. Provide regular financial reports as required by SolTrans, including monthly financial reports.
8. Establish an A-87 Indirect Cost Allocation plan for SolTrans, if needed.
9. Provide cash management for the JPA, including payments for operating and capital needs of the agency that are reimbursed by grants and other sources of funds.

Armored car services will be provided under a contract between SolTrans and a private provider, similar to the current practice with Vallejo Transit.

Procurement Management

As a Federal Transit Administration (FTA) grantee, SolTrans will need to meet FTA’s procurement requirements. These requirements are significant and require specialized training and expertise to manage. As recommended by FTA, SolTrans should employ an experienced Procurement Manager responsible for this function.

3.5 Asset Access, Transfer and Ownership

Benicia Breeze and Vallejo Transit own assets typical of other transit agencies. The majority of these assets were procured with federal, State, or regional transit grant funds and are recommended to be transferred to the new agency. The City of Vallejo is currently engaged in bankruptcy proceedings. Evaluation of the appropriateness for transfer of Vallejo's transit assets will include necessary negotiations with Vallejo's creditors and approval of a plan of adjustment by the bankruptcy court. Discussions with agencies that funded the assets will be necessary to inform the negotiations. The transfer of assets will occur over time and up to two years for some Vallejo assets. In particular, the Bus Maintenance/Administrative Facility located at 1850 Broadway, including the land underlying that facility, is subject to a recorded leasehold interest securing Certificates of Participation executed and delivered by the Vallejo Public Financing Authority (the "COPS"), all of which are currently held by Union Bank of California ("UBOC"). As long the COPS remain outstanding, any transfer of that facility would be subject to the agreement by UBOC to release its leasehold interest in the facility and land. While it may be possible to negotiate such a release as a part of the overall Plan of Adjustment for the City, no assurance can be given that such a release will be able to be granted, and thus it is possible that this facility will need to remain in city ownership for the long term. To that extent, use or access agreements may be necessary in lieu of transfer of some assets. A detailed list of assets is shown in the appendices. A summary of the assets to be accessed and/or transferred is shown below.

Currently Owned By Vallejo Transit	
Asset	Location
60 Transit Buses	1850 Broadway
10 Transit Buses	Leased to Fairfield and Suisun Transit
28 In-Bus Monitoring Cameras	
12 Paratransit Vans	3215 Sonoma Boulevard
8 Service Vehicles	1850 Broadway
Admin/Maintenance Facility <ul style="list-style-type: none"> - Land, building - Paving, fencing, lighting - Vehicle washer - Bus Terminal - Maintenance equipment - Computer software 	1850 Broadway
Security Tower	York and Marin
Security Tower	Curtola and Lemon
Sereno Transit Center	Sereno Street

Bus Shelter (400)	Various Bus Stops
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Currently Owned By Benicia Breeze	
Asset	Location
7 Transit Buses	
10 Paratransit Vans	
1 Service Vehicle	
Bus Shelters	Various Bus Stops

These assets will need to be accessed and/or transferred in accordance with the requirements of the grants with which they were funded. The asset transfers will be recorded in the accounting records and fixed asset inventories of both cities and SolTrans.

The Vallejo Station and the Downtown Bus Transfer Center are currently included as assets of the Public Works Department of the City of Vallejo. The Vallejo Station is under development and will serve bus and ferry riders. It is funded with a variety of sources of federal, State and regional funds. The Downtown Bus Transfer Center is under construction. Improvements to Curtola Park and Ride have been funded for development. The City of Vallejo is managing the development of these projects and is likely to operate and maintain the facilities. At this time, it is recommended that the Vallejo Station, the Downtown Bus Transfer Center, and Curtola Park and Ride remain as assets of the City of Vallejo. Transfer of the Downtown Bus Transfer Facility may be considered by SolTrans and the City of Vallejo in the future. Opportunities to generate revenue at these facilities for the purpose of covering maintenance or other transit costs should be reviewed.

3.6 Grantee Status

Both Benicia Breeze and Vallejo Transit are grantees of the FTA, Caltrans, and MTC. It is recommended that existing open grants with Benicia Breeze and Vallejo Transit will be transferred to SolTrans once the new JPA has gained status as a new, qualified grantee. Existing grants must be inventoried, those ready to be closed will be closed, and a determination on whether open grants will be transferred or will remain with the two cities will be made. An initial list of grants to be reviewed from Benicia and Vallejo are included in Appendix C. Examples of grants that may remain with the cities include Vallejo Station grants, grants for major projects (assets) that will remain with the cities, and grants that are within six months of completion and close out.

It is recommended that Vallejo, Benicia, and STA staff schedule a meeting with FTA Region IX to discuss the potential consolidation efforts transpiring between Vallejo and Benicia to update FTA and to receive guidance and recommendations of how to proceed.

There are five (5) basic steps in becoming a FTA grantee: Step 1: Demonstrate Legal Capacity; Step 2: Comply with Civil Rights; Step 3: Demonstrate Financial Capacity; Step 4: Demonstrate Technical Capacity; and Step 5: Transportation Electronic Award and Management (TEAM). These steps can all be accomplished by the new JPA and are briefly described below.

1. **Demonstrate Legal Capacity:** Legal capacity is demonstrated by submitting an authorizing resolution to FTA which provides the basis for the new grantee mission and goals and develops the legal authority to specify the programs the grantee is eligible for federal funding. The legal counsel also certifies that the grantee will comply with federal regulations in the FTA Master Agreement.
2. **Comply with Civil Rights:** Benicia and Vallejo should already have signed policies statements assuring complaints with Title VI of the Civil Right Act of 1964. However, the two cities could have different procedures. For example, their public notification process and/or complaint process could be different between the two cities. The Board would need to select Benicia's or Vallejo procedures, or blend the two together. A new Disadvantaged Business Enterprise (DBE) Plan and Annual Goal would need to be established for the new entity along with Equal Employment Opportunity (EEO) plan.
3. **Demonstrate Financial Capacity:** Each new grantee must be capable of proving they can provide the local share portion of the projects they apply to FTA for. To demonstrate financial capacity, a three to five year financial profile is required for FTA and Region IX for approval.
4. **Demonstrating Technical Capacity:** This process is related to the Federal Certification and Assurances certified by legal counsel. There are 24 areas covered by the Triennial Review. The triennial review is one of the FTA's management tools for examining grantee performance and adherence to current FTA requirements and policies. Mandated by Congress in 1982, the triennial review occurs once every three years. It examines how recipients meet statutory and administrative requirements, especially those that are included in the Annual Certifications and Assurances those grantees submit.

Benicia and Vallejo recent Triennial Review recommendations should be reviewed and the status of corrective implementation updated. The 24 areas covered by triennial review by FTA are:

- | | |
|--------------------------------------|---|
| 1. Legal | 13. Fare Increases and Major Service Reductions |
| 2. Financial | 14. Half Fare |
| 3. Technical | 15. Americans with Disabilities Act |
| 4. Satisfactory Continuing Control | 16. Charter Bus |
| 5. Maintenance | 17. School Bus |
| 6. Procurement | 18. National Transit Database |
| 7. Disadvantaged Business Enterprise | 19. Safety and Security |
| 8. Buy America | 20. Drug-Free Workplace |
| 9. Debarment/ Suspension | 21. Drug and Alcohol Program |
| 10. Lobbying | 22. Equal Employment Opportunity |
| 11. Planning/Program of Projects | 23. ITS Architecture |
| 12. Title VI | 24. ARRA |

In some of these areas, the manuals will need to be rewritten to replace the current city with the new entity name (SolTrans).

5. **Set up Transportation Electronic Award and Management (TEAM) accounts.** The new entity (SolTrans) will need to complete forms to set up accounts for each person in the organization who will have access to TEAM and who will have access to Electronic Clearing House Operation (ECHO). TEAM web based program that is designed for grant management. In TEAM, the grantee will apply for grant and submit milestones reports to FTA. The ECHO system is the electronic reimbursement system set up for drawing down FTA funds after the funds have been expended. The funds are then wired to the grantee bank account within one to two business days. The new entity will also need a Data Universal Numbering System (DUNS) number to apply for FTA funding. This procedure takes up two to three weeks.

Section 4: ORGANIZATION and HUMAN RESOURCES MANAGEMENT

4.1 Organization and Staffing Plan

In order to address the issues of organizational structure and staffing for SolTrans, a comparison study was performed of transit properties in the North Bay and Contra Costa County of similar size and scope. A concurrent job analysis study was performed which included interviews of all incumbent staff and management of Vallejo City Transportation Division and the Benicia Breeze.

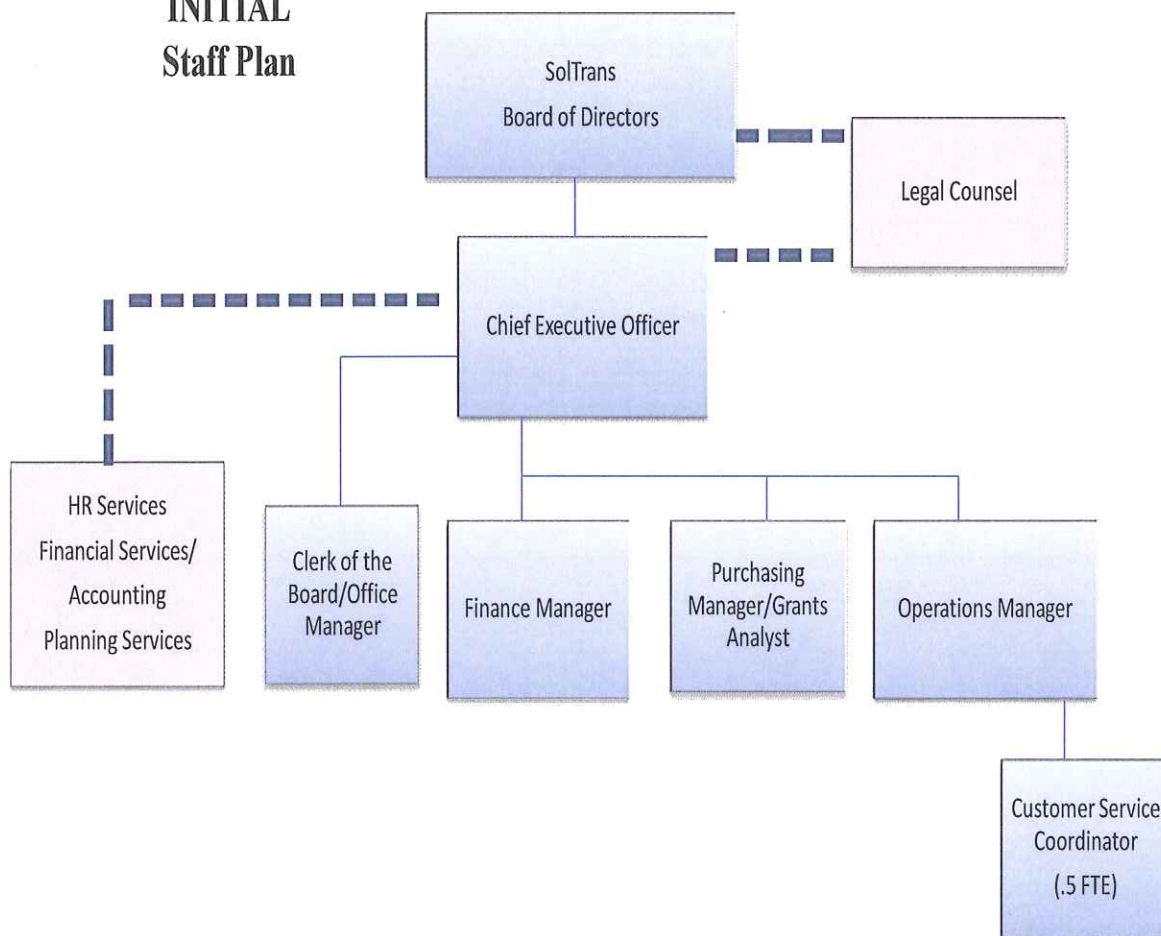
Based on the results of these studies, it is recommended that the consolidated agency be comprised initially of five and a half employees as illustrated on the organizational chart for Solano County Transit as shown on the following page. Of these five and a half positions, four represent the current positions at Vallejo City Transportation Division; one represents the current position at Benicia Breeze; and one is a proposed new position. More specifically, the proposed staffing plan is as follows:

- Chief Executive Officer (currently at Vallejo (vacant))
- Finance Manager (currently at Vallejo (vacant))
- Purchasing Manager/Grants Analyst (currently at Vallejo)
- Operations Manager (currently at Vallejo)
- Customer Service Coordinator¹ (currently at Benicia Breeze(vacant))
- Clerk of the Board/Office Manager (proposed new position)

Initially, the staff of 5.5 FTE is proposed to consist of the Customer Service Coordinator as a half-time position and the Purchasing and Grants Analyst would be combined into one position. In addition, legal, financial and human resources services, and certain transit planning services are recommended to be provided through contractual agreements. These functions will report to the Chief Executive Officer and Board of Directors as depicted on the organizational chart. Over time, it is expected that SolTrans may bid out for some or all of these services. One of the first tasks of the JPA will be to confirm or modify the proposed staffing.

¹ Half-time

INITIAL Staff Plan



4.2 Position Descriptions

Detailed Position Descriptions have been drafted for the proposed staffing plan described above. In some cases, the titles have been modified; however, the functional responsibilities remain similar to the incumbent positions. These Position Descriptions are subject to final review and approval by the SolTrans Board of Directors or its designee.

A Clerk of the Board/Office Manager position has been added to address the new function of the agency board administration. Organization of Board agendas and materials, serving as Clerk at the Board meetings, and compiling meeting minutes are some of the responsibilities of this position. In addition, this position will provide administrative management and support to the office.

4.3 Salaries and Benefits

A salary and benefits package for the 5.5 initial positions proposed is being developed for approval by the new JPA. Two of the positions are currently filled by existing staff from the City of Vallejo. The intent is to cause no harm to any existing employees who transfer from the City of Vallejo to the SolTrans JPA. Although the details are not specified in this Transition Plan, the SolTrans salary and benefit package is intended to be equivalent to the existing actual salary and benefit package. This can be offered and accommodated in the proposed SolTrans budget.

4.4 Transfer of Existing Employees

Job descriptions have been drafted and will be approved by the new JPA before the transfer of existing employees. A salary range with a compensation package will be approved. It is recommended that an Executive Director be selected prior to the transitioning of employees to enable this individual to coordinate the application and selection process for the remaining staff. An interim Executive Director has been proposed to help complete the transition and to facilitate the recruitment of the permanent Executive Director.

The SolTrans JPA will adopt a policy for transitioning existing employees of City of Benicia/Benicia Breeze and City of Vallejo/Vallejo Transit to the new JPA. The policy will be developed and implemented in coordination with the Cities of Benicia and Vallejo. The intent of the policy will be to transition employees with minimal disruption, equal employment opportunities considerations and consistency in policy administration. This policy will be utilized to transition staff with employee status at the Cities of Benicia and Vallejo who work to support transit operations at the time of the transition.

The SolTrans Board will approve the process and a policy for transitioning employees. It will identify an application process for existing employees only and a time period for acting on these applications. All existing employees will be required to complete an application for the position they are interested in transitioning to if they wish to be considered for a position with the new JPA. The new Executive Director will interview the incumbents and decide upon the appointments. Transitioning employees will be given notification in writing of the results of their application and interview. If they have been selected, their compensation package will be specified in the offer. This process is projected to be brief from beginning to end (approximately

a week). It will be concluded prior to recruitment to fill vacancies from outside applicants. New SolTrans employees will be subject to all personnel policies and procedures adopted by the JPA.

4.5 Provision of Human Resources Services

The Human Resources functions shall be contracted out on an as-needed basis. Such services shall include, but are not limited to, salary and benefits administration. Consultations and guidance on general human resources matters will be performed on an as-needed basis. SolTrans shall also have the option of obtaining consulting assistance and guidance on additional human resource issues, such as recruitment, hiring, accommodation, performance, discipline, and other personnel matters.

4.6 Human Resources Policies and Procedures

The SolTrans JPA will need to adopt Human Resources Policies and Procedures. These may be initially drawn from Policies and Procedures used by the member agencies. The areas that will need to be covered will include, but may not be limited to, the following subjects:

Employment At Will	Hours of Work	Holidays
Equal Employment Opportunity	Alternative Work Weeks	Vacations and Management Leave
Americans with Disabilities	Overtime Pay	Sick Leave
Employment Eligibility and Registry	Attendance & Tardiness	Professional Training & Development
Recruitment and Selection	Poor Performance and Discipline Issues	Expense Reimbursement
Introductory Period	Grievance Procedure	Security and Privacy
Job classification Administration	Resignation/Termination	Computer and Email Policy
Compensation Policy	Retirement and Social Security	Safety and Workplace Violence
Performance Evaluation Program	Health and Welfare Benefits	Dress Code
Personnel Records	Workers' Compensation	Driving Policy

Section 5: SERVICE PLANNING AND OPERATIONS

5.1 Existing Services

Benicia Breeze

The City of Benicia provides primarily local public transportation services. The City values and is committed to providing public transportation mobility to its residents and employers. The City provides four different services:

- Fixed Route Bus
- Dial-a-Ride
- Paratransit
- Subsidized Local and Intercity Taxi

Local flex route bus services are provided throughout Benicia. One fixed-route and a few weekly special shuttles connect Benicia to Contra Costa County at Sun Valley Mall and Diablo Community College in Pleasant Hill and to Vallejo medical facilities. The fleet consists of 17 vehicles and primarily cutaways are used on all services. In FY2009-10, Benicia Breeze is projected to carry 87,000 passenger trips. MV Transportation Inc. is the current contractor for all services except taxi. The current service contract's base terms expire June 30, 2011.

Dial-a-ride service operates on the flex routes during the midday, evenings, and Saturdays. Paratransit service connects Benicia residents to Vallejo for out of city trips.

The local (within Benicia and Vallejo city limits) taxi program provides a 50% fare subsidy to disabled and elderly persons age 65 or older for trips within the city limits. The Intercity ADA Taxi Scrip Program provides an 85% fare subsidy to ADA certified residents offering an alternative to traditional paratransit.

There have been no recent service changes and none are proposed at this time. The August 2009 Benicia Breeze schedule will be incorporated into the inventory of service at the initiation of the JPA

Vallejo Transit

The City of Vallejo provides a comprehensive mix of both local and regional public transportation services. The City's continued dedication to improving its transportation services have helped turn Vallejo into one of the most important regional transit hubs in the San Francisco Bay Area. The City provides four different services:

- Fixed Route Bus
- Demand Response Paratransit
- Subsidized Local and Intercity Taxi
- Ferry

Local bus service is provided throughout most of Vallejo. Regional bus service directly connects Vallejo to Benicia, Fairfield, and multiple locations in Contra Costa County at BART Stations

(El Cerrito del Norte, Pleasant Hill, and Walnut Creek). The fleet consists of 70 vehicles. In the last fiscal year, Vallejo Transit provided 1,658,505 passenger trips. Vallejo Citizens Transit Corporation (VCTC) a subsidiary of MV Transportation Inc. is the current contractor. The contract was awarded on February 5, 2008 for a period of three years, commencing on April 1, 2008 through March 31, 2011.

Demand response service utilizes 12 vehicles to provide complementary ADA paratransit within a ¾ mile corridor of the fixed route service area. In the last fiscal year, Vallejo RunAbout provided 28,783 passenger trips. MV Transportation is the current contractor and their initial contract term expires June 30, 2011.

The local subsidized taxi program provides a 40% fare subsidy to disabled and elderly persons age 65 or older for trips within the city limits. The Intercity ADA Taxi Scrip Program provides an 85% fare subsidy to ADA certified residents offering an alternative to traditional paratransit.

The City of Vallejo has been operating the Baylink Ferry service since 1986. The Baylink Ferry operates between Vallejo and San Francisco with complementary bus service on Rt. 200. The Ferry will not be part of the SolTrans JPA as State legislation has directed that the Baylink Ferry operation be transferred to the Water Emergency Transportation Authority (WETA). This will be discussed in further detail in Chapter 7 in this Transition Plan.

5.2 Status of Service Planning and Planning Studies

One of the first tasks of the new JPA will be to prepare a joint Short Range Transit Plan for the combined services. Vallejo Transit had been scheduled to complete a mini-SRTP to cover the Benicia/Vallejo service area in FY2010-11. The development of a full Benicia/Vallejo SRTP would be managed by the new JPA and be the first opportunity to review how services, fleets, and other capital can be combined to maximize cost efficiencies and streamline service for the public.

5.3 Operating Contract Opportunities

The staff has reviewed the operating contracts with MV. There are three contracts that cover the various services in Vallejo and Benicia. The City of Vallejo has two contracts; one providing fixed route services, the other providing RunAbout paratransit service. The City of Benicia has one contract covering all of its services. A comparison of key contract provisions between the three documents has been prepared. There are several options for the transition of these contracts to the JPA. A brief review of the options follows:

Option 1: Roll the RunAbout and Benicia contracts into the Vallejo fixed route agreement. This option has been explored with City procurement staff and in a general inquiry to Federal Transit Administration (FTA). The feedback from both sources is that this would constitute a cardinal change in the agreement for fixed route services and that FTA would require that the contract be rebid.

Option 2: Split the Benicia services between fixed route and paratransit and roll the respective portions into either the Vallejo fixed route agreement or the RunAbout

agreement. This would align the services with the comparable Vallejo agreement. Both the Vallejo RunAbout and Benicia Breeze contracts envisioned the possible incorporation of the Vallejo and Benicia service when originally put out to bid. So certain provisions in the agreement set the stage for such consolidation. Adding the Benicia fixed route portion to the Vallejo fixed route contract would likely be an immaterial change not triggering an FTA requirement to rebid nor a renegotiation of the contract rate due to the relative size of the fixed route portion of the Benicia contract.

Option 3: Roll the entire Benicia contract into the RunAbout contract. This option would be based in part on the concept that the Benicia service pattern and approach is better suited and more like the RunAbout contract than it is the Vallejo fixed route service. Taking this approach would not involve any union implications if the service remains at the Bennett Street location currently shared by Vallejo RunAbout and Benicia Breeze as the only employees represented by a bargaining unit today are the Vallejo fixed route employees.

Option 4: Continue operating all three contracts separately but under the management of the JPA. All three agreements contain provisions allowing the assignment of the contracts to a new governmental agency if one is created. This would be a simple alternative and not require doing anything to the agreements at this time. This approach would not realize the benefits of consolidating to save cost.

The base terms of all three of the operating contracts expire in 2011. The Vallejo fixed route contract expires on March 31, 2011. The Vallejo RunAbout contract and the Benicia Breeze contracts both expire on June 30, 2011. If significant adjustments to the agreements and consequently the total operating cost cannot be achieved in negotiations with MV, the services could all be combined into a single RFP and a new solicitation could be conducted in anticipation of the contract expiration date of June 30, 2011. A three-month extension would have to be negotiated to extend the fixed route contract to the June 30 date.

The contracts have been reviewed and a comparison matrix prepared. The service contracts are expected to continue in their current form at the time of the SolTrans JPA formation. After SolTrans JPA staff has been established to oversee the contracts, the service contracts will be transferred to the JPA. Both of these actions are projected to occur in the Spring of 2011. The transfer could be done via simple reassignment as outlined in Option 4 above or Options 1, 2 or 3 may be the preferred approach by the new SolTrans JPA. This is recommended to be determined by the new JPA after it is formed.

Section 6: CAPITAL PROJECTS DELIVERY

6.1 Facilities

Benicia Breeze and Vallejo Transit are responsible for the construction of capital projects required to meet the transit system operating needs and for the purchase of bus and paratransit fleets (revenue vehicles), other vehicles and equipment. The new agency will have similar responsibilities.

As provided for in the Joint Powers Agreement and as described in Section 3 of this plan, the assets currently owned by the two agencies will be given access to or transferred to Solano County Transit. Maintenance of these capital assets will be the responsibility of the new agency.

The City of Vallejo Public Works Department is responsible for the design and construction of the Vallejo Station Intermodal Facility, a multimodal, mixed-use waterfront transportation facility intended to be the principal transit hub serving the City of Vallejo as well as providing a gateway to the North Bay and Solano County. Funded with a variety of transit capital funding sources, one of the first key elements of the Vallejo Station is the Downtown Bus Transfer Center which is currently under construction and is planned to be completed in 2011. The overall Vallejo Station project will continue to be managed by the City of Vallejo while Vallejo Transit and Benicia Breeze transition to SolTrans. Once completed, agreements between the City and SolTrans for the asset ownership, leasing, management, operation and maintenance of the station will be needed.

Similarly, expansion plans for the Curtola Park and Ride Facility are currently under the management of the City of Vallejo Public Works Department. The project will continue to be managed by the City of Vallejo while the transit consolidation proceeds. Design of the facility will be coordinated with SolTrans who will operate the service using the facility. Once complete, agreements will be needed between the City and SolTrans for the asset ownership, leasing, management, operation and maintenance of the facility.

Management of future construction projects undertaken by SolTrans will follow requirements of the funding agencies contributing to the project. For example, projects funded with Federal Transit Administration (FTA) funds must follow FTA guidelines including third party contracting guidelines. Future construction projects may involve contracts with the Cities in which the project is located for project management assistance, and or for other phases of project delivery.

6.2 Vehicle Procurements

Procurement of vehicles and equipment will be managed by SolTrans, and are not anticipated to require assistance from Benicia or Vallejo.

Section 7: OTHER ISSUES

7.1 WETA Transition

In addition to operating bus service, the City of Vallejo operates the Baylink Ferry Service. The Baylink Ferry operates seven days a week between Vallejo and San Francisco. Vallejo owns four ferryboats and operates a complementary bus route (Rt. 200). Rt. 200 serves only the two ferry terminals (Vallejo and San Francisco), uses the same fare instrument, and has a schedule integrated with the ferry schedule. Rt. 200 has also provided back-up when the ferry ridership is over capacity or when trips are cancelled typically for mechanical reasons. The ferry service is operated by contract with Blue and Gold and the Rt. 200 as part of the overall MV bus operations contract.

In 2007, the California State Legislatures approved SB 976 that directed that the Vallejo Baylink Ferry be one of two existing Bay Area ferry services to be transferred to the Water Emergency Transportation Authority (WETA). Follow-up legislation approved in 2008 (SB 1093) approved and further clarified this transition and superseded SB976. The City of Vallejo has been in discussions with WETA since that time to coordinate the transfer of the service and related assets. The timing of the transfer is currently expected to occur July 2011. Until the service is transferred, the City of Vallejo will continue to operate the Baylink ferryboat and bus service. After the transfer of ferry service to WETA, it has been expected that the Rt. 200 bus service will be contracted back to SolTrans with full cost recovery. The level of Rt. 200 service came under review in September 2010. The draft term sheet between WETA and Vallejo includes references to Vallejo Transit/JPA including potential contracting with Vallejo Transit/JPA and/or a private contract service provider for Rt. 200. The draft term sheet also includes that Vallejo Transit/JPA “will covenant not to run a Transbay bus service that will compete with Rt. 200.” There also needs to be clarity on the future use of Federal 5307 funds currently designated to the Vallejo Urbanized Area and how these will be shared for capital needs of the SolTrans bus and WETA ferry systems.

With bus operations and ferry service both serving the Vallejo, there is expected to be on-going coordination with WETA on the issues mentioned about and other issues. Riders of both the buses and ferry will use the parking and ticketing facilities at the existing and improved Vallejo Station as well as other ticketing locations. Agreements will need to be entered into concerning operations, maintenance, signage and security for these shared resources with not only WETA but also the City of Vallejo. Transfer agreements between operations will need to be secured consistent with existing policies and implementation of the new regional electronic fare card (Clipper) coordinated.

7.2 Downtown Vallejo Bus Transfer Center – Administration Building

The City of Vallejo is currently constructing the Downtown Bus Transfer Center. This facility will replace the York/Marin transfer location that had been the main transfer hub for many years. The new Downtown Bus Transfer Center will be a bus-only facility located between Santa Clara

and Sacramento Streets in what had been parking lots behind retail and commercial buildings on Maine and Georgia Streets; it will be adjacent and connected to the future Vallejo Station.

Along with the multiple bus bays the transfer center will include a new 5,000 square foot, two-story Administration Building. The building will provide a breakroom for drivers, restrooms, a bus ticket sales outlet, and video security monitoring. The building has also been planned to house Vallejo Transit administrative staff on the second floor. There will be space for multiple offices, work area, and a conference room. There is adequate space for the proposed staffing for the new SolTrans organization.



Although a conference room will be located in the Administration Building, it will not be large enough for SolTrans Board meetings. It is recommended the JPA Board meetings be alternately held at the Benicia and Vallejo City Council Chambers.

Construction began on the Downtown Bus Transfer Center in Summer 2010 and is projected to conclude by Spring 2011. Once the building is complete, SolTrans staff is expected to be located there.

Section 8: IMPLEMENTATION SCHEDULE

Solano County Transit (SolTrans)

Action	Revised 6/21/10	Revised 10/15/10
Final Agreement Prepared	May 2010	Completed
Select Interim Executive Director for MOU/JPA	May 2010	Completed
Draft Transition Plan: per MOU (Draft JPA agreement, By-laws, etc.)	June 2010	Completed
JPA Agreement and Transition Plan Reviewed by Jurisdictions (Council Briefings)		July - September
JPA Agreement and Transition Plan <i>Revised</i> and recommended for Approval by Coordinating Committee		October/November
JPA Agreement and Transition Plan Adopted by Jurisdictions	June/July/August 2010	October
Interim Service Adjustments Implemented by City of Vallejo (reviewed by Coordinating Committee)	FY2010-11	FY2010-11
JPA Board Meets for First Time Board members sworn in Interim Executive Director appointed	September 2010	December 2010/ January 2011
Recruitment of JPA Executive Director	September 2010 - January 2011	January 2011 – April 2011
JPA Board enters into agreements (accounting, HR, legal, etc.)	September 2010 – December 2010	January 2011 – March 2011
Develop joint ² Short Range Transit Plan (SRTP) and Capital Improvement Plan (CIP) – released by City of Vallejo on behalf of SolTrans	September 2010-April 2011	November 2010 – June 2011
Obtain FTA Grantee Status		January – May 2011
Transition of Staff to JPA Employment	April 1, 2011	June 1, 2011
Transition of Service Contracts to JPA	April 1, 2011	July 2011
Development of Access or Use Agreements, Transfer of Assets		June 2011- October 2011

² Contingent upon approval of JPA

Transfer of Grants, contingent upon approval of Grantee Status		June 2011- September 2011
Adopt SRTP, CIP	April 2011	June/July 2011
Service Changes Implemented by JPA	July – Sept 2011	July – June 2012
Transfer of Assets Completed		One year after execution of JPA

APPENDIX A

BUDGET

APPENDIX A

FY 2010-11 Combined Solano County Transit Budget

Revenues

	Vallejo	Benicia	JPA
	FY2010/11		
	Revised	Projected	Proj Total
Bus Revenues			
Fares	\$3,021,000	\$50,000	\$3,071,000
FTA Section 5307 Operating Assistance			-
FTA Section 5307 Preventive Maintenance			-
FTA ARRA Preventive Maintenance	1,339,813		1,339,813
FTA Section 5311 Non-Urbanized Area	180,000		180,000
FTA Section 5316 JARC	400,000		400,000
FTA Section 5317 NF			-
STAF Operating Assistance - Vallejo Rev Base			-
STAF Operating Assistance - Vallejo Prop 42			-
STAF Operating Assistance - Benicia Rev Base		18,245	18,245
STAF Operating Assistance - Benicia Prop 42			-
STAF Operating Assistance - Solano County Pop Base			-
STAF Lifeline	200,000		200,000
Regional Measure 2 (RM-2)	1,223,840		1,223,840
Transportation Development Act (TDA)	3,093,847	512,415	3,606,262
Intercity Funding Agreement	400,000	(65,660)	334,340
Bridge Toll AB 664 PM			-
Other revenues	20,500	10,000	30,500
Bus Revenues Subtotal	9,879,000	525,000	10,404,000
Ferry Revenues			
Fares	6,320,000		6,320,000
FTA Section 5307 Preventive Maintenance	1,000,000		1,000,000
Bridge Toll 2% Revenue Program	400,000		400,000
Bridge Toll 5% Unrestricted State Funds	1,300,000		1,300,000
Regional Measure 2 (RM-2)	2,740,500		2,740,500
One-time Solano County			-
Supplemental Regional Measure 2 (WETA) for Contingency	2,174,500		2,174,500
Transportation Development Act (TDA)			-
Transportation Development Act (TDA) One time			-
State Transit Assistance - One time			-
Terminal Leases	19,000		19,000
Transfer In, General Fund			-
Labor Day Weekend Service (BATA)			-
Other revenues	2,000		2,000
Ferry Revenues Subtotal	13,956,000	-	13,956,000
Paratransit Revenues			
Fares - Existing	118,000	13,000	131,000
FTA Section 5307 10% ADA set-aside	667,000		667,000
STAF Operating Assistance			-
Transportation Development Act (TDA)	350,000	404,000	754,000
Paratransit Revenues Subtotal	1,135,000	417,000	1,552,000
Taxi Scrip Revenues			
Taxi Coupon Sales - Local	138,000	3,735	141,735
Taxi Coupon Sales - Regional	15,000		15,000
Transportation Development Act (TDA)	106,000	7,265	113,265
Taxi Scrip Revenues Subtotal	259,000	11,000	270,000
FAREBOX REVENUES	9,597,000	66,735	9,678,735
FUNDING SOURCE REVENUES	15,632,000	886,265	16,503,265
Total, Revenues	\$25,229,000	\$953,000	\$26,182,000

FY 2010-11 Combined Solano County Transit Budget

Expenditures	Vallejo	Vallejo	Benicia	JPA
	FY2010/11			
	Projected	Revised	Projected	Proj Total
Bus Expenses				
Operating Contract	8,537,000	8,537,000	355,000	8,892,000
Fuel	1,777,000	1,777,000	57,000	1,834,000
Insurance costs	400,000	400,000		400,000
Security	136,000	136,000		136,000
Bus Facility Maintenance	62,000	62,000		62,000
Bus Maintenance			19,000	19,000
Utilities	32,000	32,000		32,000
Printing	13,000	13,000		13,000
Professional Services	25,000		6,000	6,000
Route 200: Transfer costs to WETA	(1,481,000)	(1,481,000)		(1,481,000)
Ferry Ticket Office Transfer to Ferry	(177,000)	(177,000)		(177,000)
General Administration - Ferry Absorb				-
General Administration - Bus	611,721	580,000	88,000	668,000
Bus Expenses Subtotal	9,935,721	9,879,000	525,000	10,404,000
Ferry Expenses				
Operating Contract	6,408,000	6,408,000		6,408,000
Professional Services	128,000	128,000		128,000
Fuel	4,518,000	4,518,000		4,518,000
Dry Docking	180,000	180,000		180,000
Security	68,000	68,000		68,000
Space Rental & Lease Dockage Fees	74,000	74,000		74,000
Building Maintenance	74,000	74,000		74,000
Utilities	106,000	106,000		106,000
Printing	14,000	14,000		14,000
Route 200 Costs	1,481,000	1,481,000		1,481,000
Ferry Ticket Office from Bus	177,000	177,000		177,000
General Administration	667,000	632,000		632,000
Ferry Expenses Subtotal	13,895,000	13,860,000	-	13,860,000
Paratransit Expenses				
Operating Contract - Existing	1,024,000	1,024,000	328,000	1,352,000
Fuel	44,000	44,000		44,000
Maintenace			45,000	45,000
Printing	9,000	9,000		9,000
General Administration	60,000	58,000	44,000	102,000
Paratransit Expenses Subtotal	1,137,000	1,135,000	417,000	1,552,000
Taxi Scrip Expenses				
Scrips Payments - Local	230,000	230,000	11,000	241,000
Scrips Payments - Regional	15,000	15,000		15,000
General Administration	15,000	14,000		14,000
Taxi Scrip Expenses Subtotal	260,000	259,000	11,000	270,000
OPERATING CONTRACT	9,561,000	9,561,000	683,000	10,244,000
OTHER EXPENSES	1,771,721	1,712,000	270,000	1,982,000
Total, Expenses	11,332,721	\$25,133,000	\$953,000	\$26,086,000

Detailed Operating Revenue by Mode

	Vallejo		Benicia		JPA	
	Revised	FY2010/11 Projected	Proj Total	Projected	FY2011/12 Projected	FY2012/13 Projected
Bus Revenues						
Fares	\$3,021,000	\$50,000	\$3,071,000	\$3,143,000	\$3,179,000	\$3,216,000
FTA Section 5307 Operating Assistance	-	-	-	250,000	250,000	250,000
FTA Section 5307 Preventive Maintenance	1,339,813	1,339,813	-	250,000	250,000	250,000
FTA ARRA Preventive Maintenance	180,000	180,000	180,000	180,000	180,000	180,000
FTA Section 5311 Non-Urbanized Area	400,000	400,000	-	-	-	-
FTA Section 5316 JARC	-	-	-	-	-	-
FTA Section 5317 NF	-	-	-	-	-	-
STAF Operating Assistance - Vallejo Rev Base	-	-	200,000	200,000	200,000	212,000
STAF Operating Assistance - Vallejo Prop 42	-	-	1,223,840	1,223,840	1,223,840	1,223,840
STAF Operating Assistance - Benicia Rev Base	18,245	18,245	-	6,114,460	4,073,558	4,353,803
STAF Operating Assistance - Benicia Prop 42	-	-	-	354,000	365,000	376,000
STAF Operating Assistance - Benicia County Pop Base	-	-	-	-	420,113	445,629
STAF Lifeline	200,000	200,000	200,000	200,000	200,000	212,000
Regional Measure 2 (RM-2)	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840
Transportation Development Act (TDA)	3,093,847	512,415	3,606,262	6,170,183	4,073,558	4,353,803
Intercity Funding Agreement	400,000	(65,660)	334,340	354,000	365,000	376,000
Bridge Toll AB 664 PM	-	-	-	-	-	-
Other revenues	20,500	10,800	30,500	21,700	22,400	23,100
Bus Revenues Subtotal	9,879,000	\$25,000	10,404,000	11,343,323	10,532,155	11,297,819
Ferry Revenues						
Fares	6,320,000	-	6,320,000	-	-	-
FTA Section 5307 Preventive Maintenance	1,000,000	-	1,000,000	-	-	-
Bridge Toll 2% Revenue Program	400,000	-	400,000	-	-	-
Bridge Toll 5% Unrestricted State Funds	1,300,000	-	1,300,000	-	-	-
Regional Measure 2 (RM-2)	2,740,500	-	2,740,500	-	-	-
One-time Solano County	-	-	-	-	-	-
Supplemental Regional Measure 2 (WETA) for Contingency	2,174,500	-	2,174,500	-	-	-
Transportation Development Act (TDA)	-	-	-	-	-	-
Transportation Development Act (TDA) One time	-	-	-	-	-	-
State Transit Assistance - One time	-	-	-	-	-	-
Terminal Leases	19,000	-	19,000	-	-	-
Transfer In, General Fund	-	-	-	-	-	-
Labor Day Weekend Service (BATA)	-	-	-	-	-	-
Other revenues	2,000	-	2,000	-	-	-
Ferry Revenues Subtotal	13,956,000	-	13,956,000	-	-	-
Paratransit Revenues						
Fares - Existing	118,000	13,000	131,000	120,000	120,000	120,000
FTA Section 5307 10% ADA set-aside	667,000	-	667,000	667,000	667,000	667,000
STAF Operating Assistance	350,000	404,000	754,000	326,600	374,900	424,200
Transportation Development Act (TDA)	1,155,000	417,000	1,552,000	1,613,600	1,661,900	1,711,200
Paratransit Revenues Subtotal	-	-	-	-	-	-
Taxi Script Revenues						
Taxi Coupon Sales - Local	138,000	3,735	141,735	138,000	138,000	138,000
Taxi Coupon Sales - Regional	15,000	15,000	15,000	15,000	15,000	15,000
Transportation Development Act (TDA)	106,000	7,265	113,265	117,000	117,000	117,000
Taxi Script Revenues Subtotal	259,000	11,000	270,000	270,000	270,000	270,000
FAREBOX REVENUES						
Fares	9,597,000	66,735	9,673,735	3,401,000	3,437,000	3,474,000
Transfer In, General Fund	15,632,000	886,265	16,503,265	9,825,923	9,022,055	9,412,099
FUNDING SOURCE REVENUES	-	-	-	-	-	-
Total, Revenues	\$25,229,000	\$953,000	\$26,182,000	\$13,226,923	\$12,866,099	\$13,295,918
Net Annual Results						
Bus	-	-	-	(153,377)	(1,308,445)	(1,220,182)
Ferry	96,000	-	96,000	-	-	-
Paratransit	-	-	-	-	-	-
Taxi	96,000	-	96,000	(153,377)	(1,308,445)	(1,166,931)
Transportation Development Act (TDA) Beginning Balance						
Annual Revenue - Vallejo	4,796,543	176,711	4,973,254	2,419,715	89,000	122,000
Annual Revenue - Benicia	3,790,551	793,936	3,790,551	4,028,556	4,274,545	5,099,509
Annual Revenue - Benicia Add: Investment Income	-	-	-	900,055	1,005,260	1,186,569
Use for Operations	(3,549,847)	(923,680)	(4,473,527)	(7,114,383)	(5,065,458)	(6,048,239)
Pass Thru to STA for Planning and Admin	(136,622)	(23,449)	(160,071)	(144,945)	(149,291)	(163,134)
Transportation Development Act (TDA) Ending Balance Reserve	4,900,625	23,120	4,923,745	89,000	111,000	144,000
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				1%		

City of Vallejo - Vallejo Transit
Ten Year - FY 2009/10 - FY 2018/19
Detailed Operating Expenditure by Mode

Page 2 of 2

-12%

	Vallejo		Benicia		JPA	FY2010/11		FY2011/12		FY2012/13		FY2013/14		FY2014/15		FY2015/16		FY2016/17		FY2017/18		FY2018/19	
	Projected	Revised	Projected	Proj Total		Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	
Bus Expenses																							
Operating Contract	8,537,000	8,537,000	355,000	8,892,000		9,159,000		9,434,000		9,716,000		10,008,000		10,308,000		10,617,000		10,936,000		11,264,000			
Fuel	1,777,000	1,777,000	57,000	1,834,000		1,870,000		1,929,000		1,987,000		2,046,000		2,105,000		2,163,000		2,222,000		2,280,000			
Insurance costs	400,000	400,000		400,000		412,000		424,000		437,000		450,000		464,000		478,000		492,000		507,000			
Security	136,000	136,000		136,000		140,000		144,300		148,600		153,100		157,700		162,400		167,300		172,300			
Bus Facility Maintenance	62,000			62,000		63,900		65,800		67,800		69,800		71,900		74,100		76,300		78,600			
Bus Maintenance			19,000	19,000		20,000		21,000		22,000		23,000		24,000		25,000		26,000		27,000			
Utilities	32,000	32,000		32,000		33,000		34,000		35,000		36,100		37,200		38,300		39,400		40,600			
Printing	13,000	13,000		13,000		13,400		13,800		14,200		14,600		15,000		15,500		16,000		16,500			
Professional Services	25,000			6,000		6,000		6,000		6,000		6,000		6,000		6,000		6,000		6,000			
Route 200: Transfer costs to WETA	(1,481,000)	(1,481,000)		(1,481,000)		(1,541,000)		(1,672,000)		(1,722,000)		(1,774,000)		(1,827,000)		(1,881,000)		(1,937,000)		(1,994,000)			
Ferry Ticket Office Transfer to Ferry	(177,000)	(177,000)		(177,000)		(182,000)		(187,000)		(193,000)		(199,000)		(205,000)		(211,000)		(217,000)		(224,000)			
General Administration - Ferry Absorb						650,000		670,000		690,000		711,000		732,000		754,000		777,000		800,000			
General Administration - Bus	611,721	580,000	88,000	668,000		596,000		614,000		632,000		651,000		671,000		691,000		712,000		733,000			
Bus Expenses Subtotal	9,935,721	9,879,000	\$24,000	10,404,000		11,240,400		11,496,900		11,840,600		12,195,600		12,559,800		12,932,300		13,316,000		13,707,000			
Ferry Expenses																							
Operating Contract	6,408,000	6,408,000		6,408,000		1,406,000		1,449,000		1,492,000		1,537,000		1,583,000		1,630,000		1,679,000		1,729,000			
Professional Services	128,000	128,000		128,000		45,000		46,000		48,000		49,000		50,000		52,000		53,000		55,000			
Fuel	4,518,000	4,518,000		4,518,000		46,000		47,000		48,000		49,000		50,000		52,000		54,000		56,000			
Dry Docking	180,000	180,000		180,000		9,300		9,600		9,900		10,200		10,500		10,800		11,100		11,400			
Security	68,000	68,000		68,000		60,000		62,000		64,000		66,000		68,000		70,000		72,000		74,000			
Space Rental & Lease Dockage Fees	74,000	74,000		74,000		1,566,300		1,613,600		1,661,900		1,711,200		1,761,500		1,814,800		1,869,100		1,925,400			
Building Maintenance	74,000	74,000		74,000		241,000		241,000		241,000		241,000		241,000		241,000		241,000		241,000			
Utilities	106,000	106,000		106,000		15,000		15,000		15,000		15,000		15,000		15,000		15,000		15,000			
Printing	14,000	14,000		14,000		14,000		14,000		14,000		14,000		14,000		14,000		14,000		14,000			
Route 200 Costs	14,000	14,000		14,000		106,000		106,000		106,000		106,000		106,000		106,000		106,000		106,000			
Ferry Ticket Office from Bus	1,481,000	1,481,000		1,481,000		177,000		177,000		177,000		177,000		177,000		177,000		177,000		177,000			
General Administration	177,000	177,000		177,000		1,481,000		1,481,000		1,481,000		1,481,000		1,481,000		1,481,000		1,481,000		1,481,000			
General Administration Subtotal	667,000	632,000		632,000		1,481,000		1,481,000		1,481,000		1,481,000		1,481,000		1,481,000		1,481,000		1,481,000			
Ferry Expenses Subtotal	13,895,000	13,860,000		13,860,000		13,260,000		13,260,000		13,260,000		13,260,000		13,260,000		13,260,000		13,260,000		13,260,000			
Paratransit Expenses																							
Operating Contract - Existing	1,024,000	1,024,000	328,000	1,352,000		1,406,000		1,449,000		1,492,000		1,537,000		1,583,000		1,630,000		1,679,000		1,729,000			
Fuel	44,000	44,000		44,000		45,000		46,000		48,000		49,000		50,000		52,000		53,000		55,000			
Maintenance			45,000	45,000		46,000		47,000		48,000		49,000		50,000		52,000		54,000		56,000			
Printing	9,000	9,000		9,000		9,300		9,600		9,900		10,200		10,500		10,800		11,100		11,400			
General Administration	60,000	58,000	44,000	102,000		60,000		62,000		64,000		66,000		68,000		70,000		72,000		74,000			
Paratransit Expenses Subtotal	1,137,000	1,135,000	417,000	1,552,000		1,566,300		1,613,600		1,661,900		1,711,200		1,761,500		1,814,800		1,869,100		1,925,400			
Taxi Scrip Expenses																							
Script Payments - Local	230,000	230,000	11,000	241,000		241,000		241,000		241,000		241,000		241,000		241,000		241,000		241,000			
Script Payments - Regional	15,000	15,000		15,000		15,000		15,000		15,000		15,000		15,000		15,000		15,000		15,000			
General Administration	15,000	14,000		14,000		14,000		14,000		14,000		14,000		14,000		14,000		14,000		14,000			
Taxi Scrip Expenses Subtotal	260,000	259,000	11,000	270,000		270,000		270,000		270,000		270,000		270,000		270,000		270,000		270,000			
OPERATING CONTRACT	9,561,000	9,561,000	683,000	10,244,000		10,565,000		10,883,000		11,208,000		11,545,000		11,891,000		12,247,000		12,615,000		12,993,000			
OTHER EXPENSES	1,771,721	1,712,000	270,000	1,982,000		2,411,700		2,497,500		2,564,500		2,631,800		2,700,300		2,770,100		2,840,100		2,909,400			
Total, Expenses	11,332,721	\$25,133,000	\$953,000	\$26,086,000		\$13,076,700		\$13,386,500		\$13,772,500		\$14,176,800		\$14,591,300		\$15,017,100		\$15,485,100		\$15,902,400			
PROOF																							

PROOF

Annual price per gallon	\$3.14	\$3.14	\$3.14	\$3.14	\$3.20	\$3.30	\$3.40	\$3.50	\$3.60	\$3.70	\$3.80	\$3.90
Growth	5%				2%	3%	3%	3%	3%	3%	3%	3%

Fuel Annual Consumption (in gallons)												
Ferry	1,439,000	1,439,000		1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000
Bus	566,000	566,000	18,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155
Paratransit	14,000	14,000		14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000
Total	2,019,000	2,019,000	18,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155

Note: All other expenditures are projected to increase by 3% annually.

General Admin costs	1,353,721	1,284,000	132,000	1,416,000	1,320,000	1,360,000	1,400,000	1,442,000	1,485,000	1,529,000	1,575,000	1,621,000
					-7%	3%	3%	3%	3%	3%	3%	3%

APPENDIX B

CAPITAL ASSETS

APPENDIX B

City of Benicia

Transit - Schedule of Capital Assets

As of June 30, 2009

Z:\My Documents\SolTrans SoCo Transit\Transition Plan\070210 Transition Plan\06 Appendix B Capital Assets Ben, transit capital assets (4).xls\Transit

Sys No	Ext	In Svc Date	Est Life	Acquired Value	Prior Accum Depn	Current Depreciation	Accum Depn
Class = Equipment							
002468	Fd Cutaway	09/26/95	07 00	12,616.75	12,616.75	0.00	12,616.75
002809	35' Gillig bus	05/22/00	12 00	266,525.39	180,856.52	22,210.45	203,066.97
002810	35' Gillig bus	05/22/00	12 00	266,525.39	180,856.52	22,210.45	203,066.97
002866	Gillig Phantom	09/22/00	12 00	267,397.00	172,693.87	22,283.08	194,976.95
002867	00 Ventura minivan	12/22/00	05 00	32,947.00	32,947.00	0.00	32,947.00
002992	00 Ventura minivan	02/22/01	05 00	32,895.84	32,895.84	0.00	32,895.84
002993	00 Ford cutaway	07/18/01	07 00	58,760.91	58,061.40	699.51	58,760.91
002994	00 Ford cutaway	07/19/00	07 00	59,527.25	59,527.25	0.00	59,527.25
003159	03 Toyota Prius	04/08/03	06 00	21,350.45	18,681.65	2,668.80	21,350.45
003254	DAR vehicle	06/30/04	05 00	2,080.00	1,664.00	416.00	2,080.00
003321	06 Eldorado Aerotech	11/30/05	05 00	51,374.49	26,543.49	10,274.90	36,818.39
003322	06 Eldorado Aerotech	11/30/05	05 00	51,374.50	26,543.49	10,274.90	36,818.39
003323	06 Eldorado Aerotech	11/30/05	05 00	51,374.49	26,543.49	10,274.90	36,818.39
003324	Bus fareboxes	12/30/05	05 00	30,230.57	15,115.28	6,046.11	21,161.39
003330	Farebox, decals, shelt	06/22/06	05 00	18,983.23	7,593.30	3,796.65	11,389.95
003364	07 Cutaway-starcraft	06/30/07	07 00	62,519.02	8,931.29	8,931.29	17,862.58
003452	08 Cutaway-starcraft	06/30/08	07 00	74,419.39	0.00	10,631.34	10,631.34
003454	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003455	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003456	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003457	Particulate traps	06/30/08	07 00	133,275.61	0.00	19,039.37	19,039.37
003458	Foothill bus-donated	06/30/08	07 00	25,829.91	0.00	3,689.99	3,689.99
003459	Foothill bus-donated	06/30/08	07 00	20,352.24	0.00	2,907.46	2,907.46
003460	Foothill bus-donated	06/30/08	07 00	3,234.03	0.00	462.01	462.01
003461	Foothill bus-donated	06/30/08	07 00	18,991.76	0.00	2,713.11	2,713.11
003462	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
Class = E				1,650,039.10	862,071.14	172,023.72	1,034,094.86
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				1,650,039.10	862,071.14	172,023.72	1,034,094.86
Count = 26							
Class = Structure							
002558	Bus stops	06/30/97	05 00	5,000.00	5,000.00	0.00	5,000.00
Class = S				5,000.00	5,000.00	0.00	5,000.00
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				5,000.00	5,000.00	0.00	5,000.00
Count = 1							
Division = TRANSIT				1,655,039.10	867,071.14	172,023.72	1,039,094.86
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				1,655,039.10	867,071.14	172,023.72	1,039,094.86
Count = 27							

City of Vallejo
Transportation Division
Capital Assets Listing
FY 2009-10
6/30/2010

#	Asset Description	Purpose/Use	Veh Useful Life	Acquisition Date	Asset Age	Replace Year	% of Share	Federal Grant No.	Local Match		Asset Location	Size	Year of Acquisition	Acquisition Costs	Accumulated Depreciation	Book Value
									% of Share	Find Source						
1	Transit Buses	Transit Bus	12	9/1/1983	27		80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 40'	1983	128,194.77	90,804.62	37,390.15
2	1983 RTS's	Transit Bus	12	9/1/1983	27		80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 40'	1983	128,194.77	90,804.62	37,390.15
3	1983 RTS's	Transit Bus	12	9/1/1983	27		80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 40'	1983	128,194.77	90,804.62	37,390.15
4	1983 RTS's	Transit Bus	12	11/1/1983	27		80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 40'	1983	128,194.77	90,804.62	37,390.15
5	1983 RTS's	Transit Bus	12	11/1/1983	27		80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 40'	1983	128,194.77	90,804.62	37,390.15
6	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
7	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
8	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
9	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
10	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
11	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
12	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
13	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
14	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
15	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
16	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
17	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
18	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
19	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
20	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
21	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
22	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
23	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
24	1995 Transit Bus	Transit Bus	12	3/1/1995	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
25	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 40'	2001	336,824.36	238,583.90	98,240.46
26	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 40'	2001	336,824.36	238,583.90	98,240.46
27	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 40'	2001	336,824.36	238,583.90	98,240.46
28	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 40'	2001	336,824.36	238,583.90	98,240.46
29	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 40'	2001	336,824.36	238,583.90	98,240.46
30	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 40'	2001	336,824.36	238,583.90	98,240.46
31	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 40'	2001	336,824.36	238,583.90	98,240.46
32	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 40'	2001	336,824.36	238,583.90	98,240.46
33	1987 MCI TMC	Transit Bus	12	8/1/1987	23		80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 45'	1987	121,346.36	85,953.65	35,392.71
34	1987 MCI TMC	Transit Bus	12	8/1/1987	23		80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 45'	1987	121,346.36	85,953.65	35,392.71
35	1987 MCI TMC	Transit Bus	12	8/1/1987	23		80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 45'	1987	121,346.36	85,953.65	35,392.71
36	2001 MCI	Transit Bus	12	6/1/2001	9	2013	80%	CA-03-0547	20%	State/AB 664	1850 Broadway	length: 45'	2001	410,712.00	325,147.00	85,565.00
37	2001 MCI	Transit Bus	12	6/1/2001	9	2013	80%	CA-03-0547	20%	State/AB 664	1850 Broadway	length: 45'	2001	410,712.00	325,147.00	85,565.00
38	2001 MCI	Transit Bus	12	6/1/2001	9	2013	80%	CA-03-0547	20%	State/AB 664	1850 Broadway	length: 45'	2001	410,712.00	325,147.00	85,565.00
39	2003 MCI	Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	414,745.28	259,215.78	155,529.50
40	2003 MCI	Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	414,745.28	259,215.78	155,529.50
41	2003 MCI	Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	414,745.28	259,215.78	155,529.50
42	2003 MCI	Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	414,745.28	259,215.78	155,529.50
43	2003 MCI	Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	414,745.28	259,215.78	155,529.50
44	2003 MCI	Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	414,745.28	259,215.78	155,529.50

46	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
47	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1830 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
48	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
49	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1950 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
50	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
51	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
52	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
53	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
54	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
55	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
56	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
57	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
58	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
59	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
60	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
61	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	155,529.50	414,745.28	259,215.78
62	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-03-0547	20%	State/AB 664	Leased to Fairfield	length: 45'	2001	155,529.50	414,745.28	259,215.78
63	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	Leased to Fairfield	length: 45'	2003	155,529.50	414,745.28	259,215.78
64	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	Leased to Fairfield	length: 45'	2003	155,529.50	414,745.28	259,215.78
65	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	Leased to Fairfield	length: 45'	2003	155,529.50	414,745.28	259,215.78
66	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	Leased to Fairfield	length: 45'	2003	155,529.50	414,745.28	259,215.78
67	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	Leased to Fairfield	length: 45'	2003	155,529.50	414,745.28	259,215.78
68	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	Leased to Fairfield	length: 45'	2003	155,529.50	414,745.28	259,215.78
69	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	Leased to Fairfield	length: 45'	2003	155,529.50	414,745.28	259,215.78
70	2003 MCI	Transit Bus	-	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	Leased to Fairfield	length: 45'	2003	155,529.50	414,745.28	259,215.78
															21,528,592.77	15,215,901.21	6,312,691.56
1	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL07	8,892.47	5,254.62	3,637.85						
2	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL08	8,892.47	5,254.62	3,637.85						
3	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL09	8,892.47	5,254.62	3,637.85						
4	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL11	8,892.47	5,254.62	3,637.85						
5	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL12	8,892.47	5,254.62	3,637.85						
6	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL15	8,892.47	5,254.62	3,637.85						
7	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL16	8,892.47	5,254.62	3,637.85						
8	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL16	8,892.47	5,254.62	3,637.85						
9	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL20	8,892.47	5,254.62	3,637.85						
10	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL21	8,892.47	5,254.62	3,637.85						
11	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL22	8,892.47	5,254.62	3,637.85						
12	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL23	8,892.47	5,254.62	3,637.85						
13	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL24	8,892.47	5,254.62	3,637.85						
14	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL25	8,892.47	5,254.62	3,637.85						
15	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL26	8,892.47	5,254.62	3,637.85						
16	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL29	8,892.47	5,254.62	3,637.85						
17	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL32	8,892.47	5,254.62	3,637.85						
18	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL33	8,892.47	5,254.62	3,637.85						
19	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL34	8,892.47	5,254.62	3,637.85						
20	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL35	8,892.47	5,254.62	3,637.85						
21	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL35	8,892.47	5,254.62	3,637.85						
22	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL17	8,892.47	5,254.62	3,637.85						
23	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL27	8,892.47	5,254.62	3,637.85						
24	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL28	8,892.47	5,254.62	3,637.85						
25	IN-BUS MONITORING SYSTEM (CAMEL Transit Bus	12	12/20/2003	7	2016	80%	AB 664	BL30	8,892.47	5,254.62	3,637.85						

26	IN-BUS MONITORING SYSTEM (CAMEI Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	AB 664	BL31	8,892.47	5,254.62	3,637.85
27	IN-BUS MONITORING SYSTEM (CAMEI Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	AB 664	BL36	8,892.47	5,254.66	3,637.85
28	IN-BUS MONITORING SYSTEM (CAMEI Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	AB 664	BL37	8,892.47	5,254.62	3,637.85
Paratransit Vans											246,985.20	147,129.40	101,855.80
1	2006 Ford Van	7	6/20/2006	4	2012	80%	CA-90-Y327	20%	TDA	3215 Sonoma	70,460.01	26,429.96	44,030.03
2	2006 Ford Van	7	6/20/2006	4	2012	80%	CA-90-Y327	20%	TDA	3215 Sonoma	70,460.01	26,429.98	44,030.03
3	2006 Ford Van	7	6/20/2006	4	2012	80%	CA-90-Y327	20%	TDA	3215 Sonoma	70,460.01	26,429.98	44,030.03
4	2001 Ford F350 Type 2	7	7/1/2001	9	2001	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	55,709.80	55,709.80	-
5	2001 Ford F350 Type 2	7	7/1/2001	9	2001	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	55,709.80	55,709.80	-
6	2001 Ford F350 Type 2	7	7/1/2001	9	2001	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	55,709.80	55,709.80	-
7	2001 Ford F350 Type 2	7	7/1/2001	9	2001	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	55,709.80	55,709.80	-
8	2001 Ford F350 Type 2	7	7/1/2001	9	2001	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	55,709.80	55,709.80	-
9	2001 Ford F350 Type 2	7	7/1/2001	9	2001	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	55,709.80	55,709.80	-
10	2001 Ford F350 Type 2	7	7/1/2001	9	2001	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	55,709.80	55,709.80	-
11	2001 Ford F350 Type 2	7	7/1/2001	9	2001	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	55,709.80	55,709.80	-
12	2001 Ford F350 Type 2	7	7/1/2001	9	2001	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	55,709.80	55,709.80	-
Service Vehicles											712,828.23	580,678.14	132,150.09
2000 Ford Windstar	Supervisor Car	5	5/7/2000	10	2000	80%	CA-90-X358	20%	AB 664	1850 Broadway	18,778.69	18,778.69	-
2001 Taurus	Supervisor Car	5	5/1/2002	8	2001	80%	CA-90-Y083	20%	AB 664	1850 Broadway	15,518.54	15,518.54	-
2001 Taurus	Supervisor Car	5	5/1/2002	8	2001	80%	CA-90-Y083	20%	AB 664	1850 Broadway	15,518.54	15,518.54	-
2002 Ford F150	Service Truck	5	5/1/2002	8	2002	80%	CA-90-Y083	20%	AB 664	1850 Broadway	17,721.88	17,721.88	-
Capitalized Rehabilitation											67,537.63	67,537.63	-
Engine Retrofit (30) Buses	Retrofit Transit Buses	3	6/30/2006	4	2009	80%	CA-90-Y130	20%	AB 664	1850 Broadway	638,257.89	638,257.89	-
Repair Bus Fleet-TPAINT	Repair Fleet	2	6/30/2008	2	2010	80%	CA-90-Y199	20%	TDA 4	1850 Broadway	210,656.75	210,656.75	-
Bus Signage-TSIGN	Signage	2	6/30/2008	2	2010	80%	CA-90-Y199	20%	TDA 4	1850 Broadway	36,357.36	36,357.36	-
Administration and Maintenance Facility Building											885,272.00	885,272.00	-
Admin/Maint Fcily - Land	Admin/Maint.	50	3/1/89	21	2039	80%	CA-09-0042, CA-09-0036	20%	STIP & AB 664	1850 Broadway	374,548.00	374,548.00	-
Admin/Maint Fcily - Building	Admin/Maint.	50	3/1/89	21	2039	80%	CA-09-0042, CA-09-0036	20%	STIP & AB 664	1850 Broadway	1,033,000.00	1,033,000.00	-
Admin/Maint Fcily - Vehicle Wash	Admin/Maint.	50	3/1/89	21	2039	80%	CA-09-0042, CA-09-0036	20%	STIP & AB 664	1850 Broadway	37,300.00	37,300.00	-
Admin/Maint Fcily - Bus Terminal	Admin/Maint.	50	3/1/89	21	2039	80%	CA-09-0042, CA-09-0036	20%	STIP & AB 664	1850 Broadway	25,300.00	25,300.00	-
Security Tower	Parking Lot	45	3/1/1989	21	2034	80%	CA-09-0042, CA-09-0036	20%	STIP & AB 664	York & Marin Parking Lot	7,707.00	7,707.00	-
Security Tower	Parking Lot	45	3/1/1989	21	2034	80%	CA-09-0042, CA-09-0036	20%	STIP & AB 664	York & Marin Parking Lot	7,707.00	7,707.00	-
Senoo Transit Center	Bus Station	45	6/30/2006	4	2051	80%	CA-09-0042, CA-09-0036	20%	STIP & AB 664	Senoo Street	1,778,835.89	98,824.13	1,680,011.76
Lift Genie UPR	Maintenance	5	1/1/1985	26	1990	100%	Local \$S	20%	STIP & AB 664	Senoo Street	5,100.00	5,100.00	-
Break Room	Maintenance	5	6/30/2005	5	2010	80%	CA-90-X358	20%	STIP & AB 664	1850 Broadway	5,100.00	5,100.00	-
Fleet Maint. Shwre	Office	5	5/1/91	19	1996	80%	CA-90-X358	20%	STIP & AB 664	1850 Broadway	8,500.00	8,500.00	-
Trapeze Washer	Scheduling	5	5/28/2004	6	2009	100%	CA-90-Y414	20%	STIP & AB 664	1850 Broadway	108,867.33	108,867.33	-
Tire Changer (Machine)	Maintenance	5	9/23/2008	2	2013	80%	CA-90-Y414	20%	STIP & AB 664	1850 Broadway	8,524.38	1,724.86	6,899.52
GROUP OF PAVING/CURBING	Maintenance	5	1/1/2008	2	2013	80%	CA-90-Y414	20%	STIP & AB 664	1850 Broadway	8,202.01	1,640.40	6,561.61
GROUP OF FENCING	Admin/Maint. Rehab	20	10/1/1988	22	2008	80%	CA-09-0042, CA-09-0036	20%	STIP & AB 664	1850 Broadway	219,000.00	219,000.00	-
GROUP OF OUTDOOR LIGHTING	Admin/Maint. Rehab	20	10/1/1988	22	2008	80%	CA-09-0042, CA-09-0036	20%	STIP & AB 664	1850 Broadway	15,400.00	15,400.00	-
GROUP OF PAVING/CURBING	Admin/Maint. Rehab	20	10/1/1988	22	2008	80%	CA-09-0042, CA-09-0036	20%	STIP & AB 664	1850 Broadway	36,600.00	36,600.00	-
GROUP OF OUTDOOR LIGHTING	Admin/Maint. Rehab	20	10/1/1988	22	2008	80%	CA-09-0042, CA-09-0036	20%	STIP & AB 664	1850 Broadway	297,000.00	297,000.00	-
GROUP OF OUTDOOR LIGHTING	Admin/Maint. Rehab	20	10/1/1988	22	2008	80%	CA-09-0042, CA-09-0036	20%	STIP & AB 664	1850 Broadway	90,500.00	90,500.00	-
Bus Shelter	Bus Stops	20	6/30/2009	1	2029	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	5,677.00	283.84	5,393.16
Bus Shelter	Bus Stops	20	6/30/2009	1	2029	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	5,677.00	283.84	5,393.16
Total, Recorded Depreciable and Non-Depreciable Assets											4,036,345.61	1,315,754.63	2,720,590.98
											27,482,585.46	18,212,273.03	9,270,292.43

APPENDIX C

GRANTS LIST

City of Benicia
Local Transportation Fund
Capital Improvement Projects
As of 6/30/2010

[illegible]

City of Vallejo
Local Transportation Fund
Capital Improvement Projects

			As of 6/30/2010			Remaining Federal Balance			Remaining State and Local Balance					Require Eng Sres				
Project No.	Project Description	Mode	Budget	Year-to-date Actual Expenses	Outstanding Encumb	Remaining Balance	FTA	Grant No.	Date Executed	AB 664	STAF	Carl Moyer	Bridge Toll 2%	Bridge Toll RM-2	Prop 11s	Prop 1B	Remaining Total	
T00002	Para-Maint Battery Charger	Bus	10,000			10,000	8,000	CA-90-Y765	9/16/2009								2,000	10,000
T00013	Transit Support Equipment	Bus	104,000			104,000	97,600	CA-90-Y765	9/16/2009							46,400	104,000	
T00014	Tire Machine	Bus	10,000			10,000	8,000	CA-90-Y765	9/16/2009	2,000							10,000	
T00017	Purchase Bike Racks	Bus	156,800			156,800											156,800	
TEQUIP	Misc Support Equipments	Bus	53,334	41,277		17,307	13,845	CA-90-Y414	7/7/2006								17,307	
T00003	Bus Maintenance Facility Repairs	Bus	549,478			549,478	400,000	CA-90-Y765	9/16/2009							149,478	549,478	
T00004	Bus Maintenance Facility Repairs	Bus	157,725			157,725	126,180	CA-90-Y765	9/16/2009							31,545	157,725	
T00005	Monitoring Well Close Out	Bus	25,000	5,285		19,715	15,772	CA-90-Y765	9/16/2009							3,943	19,715	
T00020	Bus Maintenance Facility	Bus	173,644			173,644										173,644		
TVBLDG	Bus Maintenance Facility	Bus	629,793	629,793		-	35,160	CA-90-Y083	2/5/2002								-	
TVBLDG	Bus Maintenance Facility	Bus	454,679	410,729		43,950	35,160	CA-90-Y327	9/19/2005	8,790							43,950	
TVBLDG	Bus Maintenance Facility	Bus	154,226		154,226	-	123,381	CA-90-Y414	7/7/2006	30,845							154,226	
TVBLDG	Bus Maintenance Facility	Bus	339,104	9,589	138,654	-	263,612	CA-90-Y524	9/7/2007	65,903							329,515	
TVBLDG	Bus Maintenance Facility	Bus	349,276		-	-	279,421	CA-90-Y670	9/11/2008	69,855							349,276	
T00006	Paratransit Scheduling Software	Bus	50,000			50,000	40,000	CA-90-Y765	9/16/2009	10,000							50,000	
T00007	Transit Maintenance Software	Bus	17,000			17,000	16,000	CA-90-Y765	9/16/2009	1,000							17,000	
T00008	Paratransit Scheduling Software	Bus	25,000			25,000	20,000	CA-90-Y765	9/16/2009	5,000							25,000	
T00015	Paratransit Scheduling Hardware	Bus	25,000			25,000	20,800	CA-90-Y765	9/16/2009	4,200							25,000	
T00016	Transit Office Computers	Bus	40,000			40,000	32,000	CA-90-Y765	9/16/2009	8,000							40,000	
T00009	DPF Mufflers Replacement	Bus	190,000			190,000	152,000	CA-90-Y765	9/16/2009	21,910						16,090	190,000	
T00010	Gilling Transmission Replacement	Bus	80,000	63,970		16,030	12,824	CA-90-Y765	9/16/2009	3,206							16,030	
T00011	Gilling Engine Replacement	Bus	140,000		76,907	63,093	112,000	CA-90-Y765	9/16/2009	16,145						11,855	140,000	
TCATS	Catalyst Devices	Bus	734,280	30,284		703,996	515,765	CA-90-Y524	9/7/2007	128,941						59,280	703,996	
T00001	Bus Wash Replacement	Bus	300,000			300,000	-	CA-90-Y765	9/16/2009								-	
T00012	Admin & Maint Vehicle Replacement	Bus	60,000			60,000	48,000	CA-90-Y765	9/16/2009	12,000						75,730	60,000	
T00017	Admin & Maint Vehicle Replacement	Bus	75,000			75,000	60,000	CA-90-Y765	9/16/2009	15,000						75,730	75,000	
T00018	Security Enhancement	Bus	27,300			27,300	216,000	CA-90-Y607	Pending	54,000						97,480	27,300	
T00019	Bus Maintenance Facility	Bus	812,324			812,324	-	CA-90-Y034	3/3/2010								-	
TAR002	Bus Replacement	Bus	1,136,730		1,136,730	-	1,023,057	CA-90-Y524	9/7/2007		113,673						1,136,730	
TBUS9	Bus Replacement	Bus	5,157,709		5,157,709	-	4,566,120	CA-90-Y524	9/7/2007	332,766	152,327					106,456	5,157,709	
TBUS9	Bus Replacement	Bus	2,136,481		2,136,481	-	1,705,095	CA-90-Y670	9/11/2008	233,800						197,566	2,136,481	
TBUS9	Bus Replacement	Bus	588,641		588,641	-	3,864,800	CA-90-Y607	Pending	391,786						588,641	588,641	
TBUS9	Bus Replacement	Bus	227,930		227,930	-	760,000	CA-90-Y155	9/28/2010	85,510						559,402	4,606,000	
TBUS9	Bus Replacement	Bus	1,380,438		1,380,438	-	3,864,800	CA-90-Y607	Pending	391,786						531,629	1,380,438	
TBUS9	Bus Replacement	Bus	1,380,438		1,380,438	-	760,000	CA-90-Y155	9/28/2010	85,510						531,629	1,380,438	
TLCPB	Curbside Lemon Parking Structure	Bus	705,275	435,009	66,941	202,525	483,214	CA-90-Y670	9/11/2008	99,837	20,976			269,466			269,466	
TPVANI	Paratransit Van Replacement	Bus	694,017			694,017	385,222	CA-90-Y607	Pending	88,055							694,017	
TPVANI	Paratransit Van Replacement	Bus	445,277			445,277	75,000	SA 8646977	7/1/2010								445,277	
TPVANI	Paratransit Van Replacement	Bus	75,000			75,000	75,000	SA 8646977	7/1/2010								75,000	
TSHLTR	Bus Shelter Replacements	Bus	461,010	19,591		441,419	84,328	CA-90-Y414	7/7/2006							357,091	441,419	
TSIGN	Update Bus Signage	Bus	53,434	48,706		6,728	5,393	CA-90-Y189	7/21/2003	1,345							6,728	
Total			23,450,136	2,805,367	9,726,169	10,916,600	15,265,179			1,657,868	286,976	-	-	269,466	-	3,165,290	20,644,769	